

APPENDIX F
CONTROLLED AIRSPACE

APPENDIX F CONTROLLED AIRSPACE

Controlled Airspace is defined in Federal Aviation Administration (FAA) Order 7400.2. It is airspace of defined dimensions within which Air Traffic Control (ATC) service is provided to Instrument Flight Rule (IFR) flights and to Visual Flight Rule (VFR) flights in accordance with the airspace classification. For IFR operations in controlled airspace, a pilot must file an IFR flight plan and receive an appropriate ATC clearance.

Controlled airspace in the United States is designated as Class A, B, C, D, and E. Each Class B, C, and D airspace designated for an airport contains at least one primary airport around which the airspace is designated.

Class A airspace, generally, is that airspace from 18,000 feet above mean sea level (MSL) up to and including Flight Level (FL) 600. Flight levels are altitudes MSL based on the use of a directed barometric altimeter setting, and are expressed in hundreds-of-feet. Therefore, FL 600 is equal to approximately 60,000 feet MSL. Class A airspace includes the airspace overlying the waters within 12 nautical miles (NM) of the coast of the 48 contiguous States and Alaska (Department of Transportation [DOT] 2001).

Class B airspace, generally, is that airspace from the surface to 10,000 feet MSL around the nation's busiest airports. The actual configuration of Class B airspace is individually tailored and consists of a surface area and two or more layers, and is designed to contain all published instrument procedures (DOT 2001).

Class C airspace, generally, is that airspace from the surface to 4,000 feet above the airport elevation (charted in MSL) surrounding those airports that have an operational control tower, are serviced by a radar approach control, and that have a certain number of IFR operations or passenger enplanements. Although the actual configuration of Class C airspace is individually tailored, it usually consists of a surface area with a 5 NM radius, and an outer circle with a 10 NM radius that extends from 1,200 feet to 4,000 feet above the airport elevation (DOT 2001).

Class D airspace, generally, is that airspace from the surface to 2,500 feet above the airport elevation (charted in MSL) surrounding those airports that have an operational control tower. The configuration of each Class D airspace area is individually tailored and when instrument procedures are published, the airspace will normally be designed to contain the procedures. Arrival extensions for instrument approach procedures may be designated as Class D or Class E airspace (DOT 2001).

Class E airspace is controlled airspace that is not Class A, B, C, or D. There are seven types of Class E airspace, as described below.

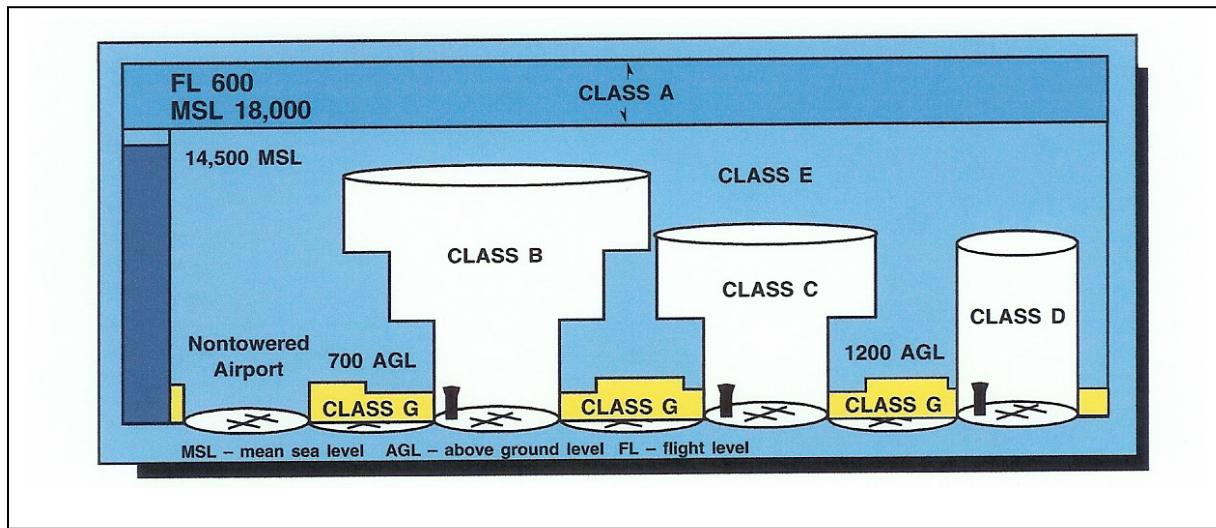
- **Surface Area Designated for an Airport.** When so designated, the airspace will be configured to contain all instrument procedures.
- **Extension to a Surface Area.** There are Class E airspace areas that serve as extensions to Class B, C, and D surface areas designated for an airport. This airspace provides controlled airspace to contain standard instrument approach procedures without imposing a communications requirement on pilots operating under VFR.

- **Airspace Used for Transition.** There are Class E airspace areas beginning at either 700 or 1,200 feet above ground level (AGL) used to transition to/from the terminal or en route environment.
- **En Route Domestic Airspace Areas.** These areas are Class E airspace areas that extend upward from a specified altitude to provide controlled airspace where there is a requirement for IFR en route ATC services, but where the Federal airway system is inadequate.
- **Federal Airways.** Federal Airways (Victor Routes) are Class E airspace areas, and, unless otherwise specified, extend upward from 1,200 feet to, but not including, 18,000 feet MSL.
- **Other.** Unless designated at a lower altitude, Class E airspace begins at 14,500 feet MSL to, but not including 18,000 feet MSL overlying: a) the 48 contiguous States, including the waters within 12 miles from the coast of the 48 contiguous States; b) the District of Columbia; c) Alaska, including the waters within 12 miles from the coast of Alaska, and that airspace above FL 600; d) excluding the Alaska peninsula west of $160^{\circ}00'00''$ west longitude, and the airspace below 1,500 feet above the surface of the earth unless specifically so designated.
- **Offshore/Control Airspace Areas.** This includes airspace areas beyond 12 NM from the coast of the United States, wherein ATC services are provided (DOT 2001).

Airspace that has not been designated as Class A, B, C, D, or E airspace is **Uncontrolled Airspace (Class G)** (DOT 2001).

These airspaces are shown graphically in Figure 1.

Figure 1. Controlled / Uncontrolled Airspace



Source: DOT 2003

REFERENCES

- U.S. Department of Transportation (DOT), Federal Aviation Administration (FAA) 2003. FAA-H-8083-25, Pilot's Handbook of Aeronautical Knowledge.
- U.S. Department of Transportation (DOT), Federal Aviation Administration (FAA) 2001. FAA Order 7400.2E, Procedures For Handling Airspace Matters. June 4.

THIS PAGE INTENTIONALLY LEFT BLANK.